

Interstate Commerce Commission
Washington, D. C.

80-2
850
①
11889
RECORDATION NO. Filed 1425

JUN 10 1980 - 2 15 PM

Gentlemen:

INTERSTATE COMMERCE COMMISSION

Enclosed for recordation under the provisions of 49 USC 11303 (formerly Section 20c of the Interstate Commerce Act) are the original and twelve counterparts of a Reconstruction Agreement Deed dated as of January 15, 1980.

A general description of the railroad equipment covered by the enclosed document is set forth in Schedules A and B attached to this letter and made a part hereof.

The names and addresses of the parties are:

Owner: The Connecticut Bank and Trust Company
One Constitution Plaza
Hartford, Connecticut 06115

Builder: Illinois Central Gulf Railroad Company
Two Illinois Center
233 North Michigan Avenue
Chicago, Illinois 60601

The undersigned is the Owner mentioned in the enclosed document and has knowledge of the matters set forth therein.

Please return the original and ten copies of the Reconstruction Agreement to Gary L. Green, Chapman and Cutler, 111 West Monroe Street, Chicago, Illinois 60603.

Also enclosed is a check in the amount of \$50.00 covering the required recording fee.

0-162A069

JUN 10 1980

Date

Fee \$ 50.00

ICC Washington, D. C.

Very truly yours,

THE CONNECTICUT BANK AND TRUST
COMPANY, as Trustee

By

(Signature)
Its ASSISTANT VICE PRESIDENT

OWNER AS AFORESAID

Enclosures

RECEIVED
JUN 10 2 10 PM '80
FEE OPERATION BR.
I.C.C.

Quantity of 12 copies of Report

DESCRIPTION OF EQUIPMENT PRIOR TO REBUILDING

70-Ton 50 Foot Box

✓ GMO 55309	57068
330	069
331	126
339	133
365	135
382	174
397	233
401	240
549	248
572	256
57015	266
022	<u>281</u>
034	
	25 Total

✓ ICG 567656	✓ 591295
674	562479
677	517
709	537
750	552
769	621
822	623
✓ 591008	737
021	778
030	784
032	851
148	<u>590641</u>
254	
	25 Total

IC 12158	12521
335	524
348	532
353	563
399	614
421	12722
423	736
471	769
486	791
490	<u>810</u>
510	
	21 Total

70-Ton Pulpwood

GMO	3556	IC	63437	
	86		482	
	3625		<u>1877</u>	
	53			
	58		12	Total
	62			
	67			
	3709			
	<u>46</u>			

70-Ton RBL

GMO	1204	IC	49603	
	08		609	
	19		612	
	22		613	
	32		634	
	37		641	
	39		643	
	91		644	
	93		673	
	94		680	
	1305		692	
	18		706	
	<u>20</u>		725	
			150655	
			<u>718</u>	
			28	Total

100-Ton Covered Hoppers

GMO 81054
091

IC 56157
158
170
199
215
56385
396
455
461
56821
833
897
998
745384

ICG 745273
728005
031
036

20 Total

DESCRIPTION OF EQUIPMENT FOLLOWING REBUILDING

70-Ton 50 Foot Box

✓ ICG 567609	591022	591148	562914
630	034	254	479
631	068	295	517
639	069	562458	537
665	126	635	552
682	133	648	621
697	135	653	623
701	174	699	737
849	233	721	778
872	240	723	784
656	248	771	851
674	256	786	590522
677	266	790	536
709	281	810	569
750	008	821	591
769	021	824	610
822	030	832	641
✓ 591015	032	863	
			71 Total

70-Ton Pulpwood

ICG 822156
186
822225
253
258
262
267
309
346
821437
482
<u>820877</u>
12 Total

70-Ton RBL

ICG 150104	150609
108	612
119	613
122	634
132	641
137	643
139	644
191	673
193	680
194	692
205	706
218	725
220	655
603	<u>718</u>
	28 Total

100-Ton Covered Hoppers

ICG, 765604
641
764457
458
470
499
515
755085
096
155
161
764621
633
697
798
745273
384
728005
031
<u>036</u>
20 Total

Interstate Commerce Commission
Washington, D.C. 20423

6/10/80

OFFICE OF THE SECRETARY

Gary L. Green
Chapman & Cutler
111 West Monroe Street
Chicago, Illinois 60603

Dear Sir:

The enclosed document(s) was recorded pursuant to the provisions of Section 11303 of the Interstate Commerce Act, 49 U.S.C. 11303, on 6/10/80 at 2:15pm, and assigned re-recording number(s). 11389, 11390, 11391

Sincerely yours,

Agatha L. Mergenovich
Agatha L. Mergenovich
Secretary

Enclosure(s)

11889

RECORDATION NO. Filed 1425

JUN 10 1980 - 2 15 PM

INTERSTATE COMMERCE COMMISSION

Matter No. 32748
Execution Copy

RECONSTRUCTION AGREEMENT

Dated as of January 15, 1980

Between

ILLINOIS CENTRAL GULF RAILROAD COMPANY

REBUILDER

and

THE CONNECTICUT BANK AND TRUST COMPANY,
as Trustee under I.C.G. Trust No. 80-2

OWNER

(I.C.G. Trust No. 80-2)
(131 Rebuilt Freight Cars)

TABLE OF CONTENTS

<u>Section</u>	<u>Heading</u>	<u>Page</u>
Parties		1
Recitals		1
1. Reconstruction of the Equipment		1
2. Time and Place of Delivery		2
3. Outside Delivery Date		2
4. Inspection and Acceptance		3
5. Payment for Reconstruction of Equipment		3
6. Reconstruction Warranty		3
7. Representation and Warranty as to Title		4
8. Rebuilder's Indemnity		4
9. Insurance		4
10. Owner's and Trustor's Right of Inspection		5
11. Failure to Reconstruct		5
12. Limitations on Liability		5
13. Notices		6
14. Successors and Assigns		6
15. Law Governing		7
16. Execution in Counterparts		7

Attachment to Reconstruction Agreement:

Schedule A - Description of Equipment

RECONSTRUCTION AGREEMENT

THIS RECONSTRUCTION AGREEMENT dated as of January 15, 1980 is between ILLINOIS CENTRAL GULF RAILROAD COMPANY, a Delaware corporation (the "Rebuilder") and THE CONNECTICUT BANK AND TRUST COMPANY, a Connecticut banking corporation, not individually but solely as Trustee (the "Owner") under a Trust Agreement dated as of January 15, 1980 (the "Trust Agreement") with Twenty-Second HFC Leasing Corporation (the "Trustor").

R E C I T A L S:

A. The Owner and the Rebuilder have entered into a Participation Agreement dated as of January 15, 1980 (the "Participation Agreement").

B. Pursuant to a Hulk Purchase Agreement dated as of January 15, 1980 (the "Hulk Purchase Agreement") between the Owner and IC Leasing, Inc. (the "Seller"), the Owner has agreed to purchase certain items of railroad rolling stock described in Schedule A hereto (collectively the "Hulks" and individually a "Hulk") which are to be reconstructed by the Rebuilder in accordance with the Owner's specifications therefor set forth in Annex I of Schedule A hereto (hereinafter, with such modifications therein as may be approved by the parties hereto, called the "Specifications"), and the Owner proposes to pay for such reconstruction of the Hulks at the price, in the manner and upon the terms and conditions hereinafter provided.

C. Pursuant to an Equipment Lease dated as of January 15, 1980 (the "Lease") the Owner will, upon completion of the reconstruction of a Hulk (such reconstructed Hulk being herein called an "Item of Equipment" and collectively the "Equipment"), lease, as lessor, the Item of Equipment to the Rebuilder, as lessee.

NOW, THEREFORE, in consideration of the premises and of the covenants and agreements hereinafter set forth, the Owner and the Rebuilder hereby agree as follows:

SECTION 1. RECONSTRUCTION OF THE EQUIPMENT.

The Rebuilder agrees (i) to reconstruct the Hulks, in accordance with the Specifications, for the Owner, (ii) to number and mark each Item of Equipment with the road numbers specified with respect thereto in the Lease, (iii) to cause each Item of Equipment to be plainly, distinctly, permanently and conspicuously marked by a plate or stencil printed in contrasting color upon each Item of Equipment in letters not less than one inch in height with the words "Leased from a Bank or Trust Company, as Trustee, and Subject to a Security Interest Recorded with the I.C.C.", and (iv) to deliver the Equipment to the Owner, as and when so

reconstructed, marked and numbered, all for the Reconstruction Cost provided in Section 5 hereof. The Rebuilder warrants to the Owner that the design, quality and component parts of the Equipment as so reconstructed will conform to all applicable laws, United States Department of Transportation and Interstate Commerce Commission requirements and specifications, if any, and to all standards recommended by the Association of American Railroads reasonably interpreted as being applicable to railroad equipment of the character of the Equipment as so reconstructed as of the date of this Agreement, provided, however, that if any such requirements, specifications or standards are promulgated or amended prior to the Closing Date (hereinafter defined), the Reconstruction Cost of the Equipment affected thereby may be appropriately adjusted by written agreement of the Rebuilder and the Owner, subject to the limitations of Section 5 hereof.

SECTION 2. TIME AND PLACE OF DELIVERY.

The Owner will deliver the Hulks, or cause the Hulks to be delivered, to the Rebuilder at the plants of the Rebuilder located at the rebuilding sites identified in Schedule A hereto. The Rebuilder will deliver the reconstructed Equipment to the Owner for acceptance in the manner provided in Section 4 hereof with freight charges, if any, prepaid by the Rebuilder at the delivery point or points mutually agreed upon by the Owner and the Rebuilder from time to time following the execution and delivery of this Agreement, but such delivery and acceptance for each Item of Equipment shall take place prior to the Outside Delivery Date provided in Section 3 hereof. The Rebuilder agrees that it will not accept for reconstruction, nor commence any reconstruction of, any Hulk if (i) the Rebuilder does not reasonably anticipate that such Hulk will be fully reconstructed prior to the Outside Delivery Date provided in Section 3 hereof, (ii) an Event of Default under the Lease, or an event which, with the lapse of time or the giving of notice, or both, would constitute an Event of Default thereunder, shall have occurred, (iii) there shall have been commenced any proceeding or there shall have been filed any petition under the Federal or any local bankruptcy or insolvency laws by or against the Rebuilder or any of its property, (iv) the Owner is no longer obligated under the terms of the Hulk Purchase Agreement to accept delivery of and to pay for any additional Hulks thereunder for any of the reasons therein provided, or (v) the Owner or any Participant (as defined in the Participation Agreement) shall have delivered written notice to the Rebuilder that any of the conditions contained in Sections 4.1 through 4.6 of the Participation Agreement have not been satisfied or waived.

SECTION 3. OUTSIDE DELIVERY DATE.

The Rebuilder agrees that all Items of Equipment will be reconstructed and delivered prior to December 31, 1980 (the "Outside Delivery Date"). The Rebuilder's obligations to so

reconstruct and deliver shall be absolute and unconditional, regardless of any events which might otherwise be deemed to constitute force majeure. In the event that the Rebuilder fails to perform such obligations, Section 11 hereof shall apply.

SECTION 4. INSPECTION AND ACCEPTANCE.

The Owner agrees that acceptance by an authorized representative of the Rebuilder, as lessee, of a reconstructed Item of Equipment under the Lease shall constitute acceptance of such Item by the Owner hereunder. From the time any Item of Equipment is delivered to the Rebuilder until such delivery of the reconstructed Item of Equipment, the responsibility and risk of loss with respect thereto shall be borne by the Rebuilder.

SECTION 5. PAYMENT FOR RECONSTRUCTION OF EQUIPMENT.

The Reconstruction Cost for each Item of Equipment shall be the amount set forth on Schedule A hereto for such Item of Equipment. The Reconstruction Cost for each Item of Equipment shall be set forth in an invoice covering the respective Items furnished by the Rebuilder to the Owner on or prior to the Equipment Closing Date (as defined in the Participation Agreement) on which the Reconstruction Cost thereof is to be paid by the Owner, which invoice shall be accompanied by an opinion of the Rebuilder to the effect that the Reconstruction Cost of the Items of Equipment covered thereby plus the Purchase Price (as defined in the Hulk Purchase Agreement) of the reconstructed Hulks covered by that invoice does not exceed the fair market value of such Items of Equipment. Subject to the fulfillment of the conditions provided therefor in the Participation Agreement, payment of the Reconstruction Cost for each Item of Equipment shall be made to the Rebuilder on the Equipment Closing Date therefor under the Participation Agreement by wire transfer of immediately available funds to such bank located in the United States as the Rebuilder shall designate to the Owner in writing.

SECTION 6. RECONSTRUCTION WARRANTY.

The Rebuilder warrants that the Hulks will be reconstructed in accordance with the Specifications and warrants the reconstructed Items of Equipment will be free from defects in material, workmanship and design under normal use and service, the obligation of the Rebuilder under this Section 6 being limited to making good at its plant any part or parts of any reconstructed Item of Equipment, which shall, within one year after the delivery of such reconstructed Item of Equipment to the Owner, be returned to the Rebuilder with transportation charges prepaid, and which upon examination by the Rebuilder, shall disclose to its satisfaction to have been thus defective. This warranty is expressly in lieu

of all other warranties (other than warranties of subcontractors and suppliers which are hereby assigned to the Owner), expressed or implied, and of all other obligations or liabilities on the part of the Rebuilder except as herein provided, and the Rebuilder neither assumes nor authorizes any person to assume for it any other liability in connection with the reconstruction of the Equipment and delivery of the reconstructed Equipment except as aforesaid. The Rebuilder further agrees with the Owner that the acceptance of any reconstructed Item of Equipment hereunder shall not be deemed a waiver by the Owner of any of its rights under this Section.

SECTION 7. REPRESENTATION AND WARRANTY AS TO TITLE.

The Rebuilder represents that upon completion of the reconstruction of each Item of Equipment hereunder, at the time of delivery and acceptance by the Rebuilder of such Item as lessee under the Lease, such Item will be free and clear of all liens and encumbrances of persons claiming by, through or under the Rebuilder, other than the right of the Rebuilder to be paid the Reconstruction Cost for such Item as herein provided. The Rebuilder further warrants that it will pay and discharge any and all claims arising by, through or under the Rebuilder which might constitute or become a lien or charge upon such Item unless the Rebuilder shall, in good faith and by appropriate legal proceedings, contest the validity thereof in any reasonable manner which will not affect or endanger the title and interest of the Owner to such Item. The Rebuilder's obligations under this Section 7 shall survive the completion of reconstruction and payment for the Equipment as provided herein.

SECTION 8. REBUILDER'S INDEMNITY.

The Rebuilder hereby agrees to indemnify and hold the Owner in both its individual and fiduciary capacities and the Trustor and their respective successors, assigns, directors, officers and agents harmless from and against any and all losses, claims, liabilities and expenses which arise out of or relate to the ownership of any Hulk during the period of reconstruction thereof or the reconstruction of such Hulk or any testing or other processing of such Hulk prior to acceptance by the Rebuilder of such reconstructed Hulk as lessee under the Lease (including claims for patent, trademark or copyright infringement in connection with the reconstruction of such Hulk as provided herein and claims for strict liability in tort).

SECTION 9. INSURANCE.

The Rebuilder will at all times while it is engaged in reconstruction of Hulks under this Agreement and until all such

reconstructed Hulks have been delivered to the Owner, at its own expense, cause the Hulks to be insured, both as to public liability and casualty insurance, all in the same manner and to the same extent as if such Hulks were subject to the insurance provisions of Section 11 of the Lease, and evidence thereof shall be furnished as provided in the Lease.

SECTION 10. OWNER'S AND TRUSTOR'S RIGHT OF INSPECTION.

During reconstruction, including, without limitation, all phases of fabrication and assembly, the Hulks and all work thereon shall be subject to inspection and approval by the Owner and the Trustor; provided, however, that any inspection or failure to inspect by the Owner or the Trustor shall not affect any of their respective rights hereunder. The Rebuilder shall grant to the authorized inspectors of the Owner and the Trustor access to all portions of its plants where Hulks are being reconstructed. The authorized inspectors of the Owner may be employees of the Lessee.

SECTION 11. FAILURE TO RECONSTRUCT.

If and to the extent that any Hulks are not reconstructed and accepted pursuant to this Reconstruction Agreement and the Lease on or before December 31, 1980 (the "Non-completed Hulks"), the Rebuilder agrees, as agent for the Owner, to sell the Non-completed Hulks to a party other than the Seller or any affiliate of the Seller, on or before February 1, 1981, at the highest cash price obtainable. On February 1, 1981, the Rebuilder will pay to the Owner the net proceeds from such sale and, if such net proceeds are less than the Purchase Price of the Non-completed Hulks plus interest on the Purchase Price of the Non-completed Hulks at the rate of 13% per annum for the period from and including the date of purchase of such Non-completed Hulks to but not including February 1, 1981, the Rebuilder will, as liquidated damages for failure to complete the reconstruction of the Non-completed Hulks as provided in this Reconstruction Agreement, pay to the Owner on February 1, 1981, an amount equal to the difference. The Owner agrees to furnish to the Rebuilder all such bills of sale, without recourse or warranty, as shall be reasonably required to enable the Rebuilder to effect the sale of the Non-completed Hulks for the account of the Owner as aforesaid.

SECTION 12. LIMITATIONS ON LIABILITY.

Anything herein to the contrary notwithstanding, the Owner shall have no obligation to pay for the reconstruction of the Equipment unless funds sufficient for such purposes have been advanced by the Trustor and the Security Trustee. Each and all of the representations, warranties, undertakings and agreements herein made on the part of the Owner are made and intended not

that no assignment by the Rebuilder or any assignee thereof shall subject any assignee to, or relieve the Rebuilder from, any of the obligations of the Rebuilder hereunder. Each party hereto may conclusively assume that there has been no assignment of the other party's rights under this Agreement unless and until it shall have been notified in writing of any such assignment by such assignor.

SECTION 15. LAW GOVERNING.

This Reconstruction Agreement shall be construed in accordance with the laws of the State of Illinois.


SECTION 16. EXECUTION IN COUNTERPARTS.

This Agreement may be executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute but one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed by their respective officers thereunder duly authorized as of the day and year first above written.

ILLINOIS CENTRAL GULF RAILROAD
COMPANY

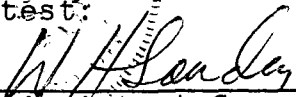
By


Its Vice President

REBUILDER

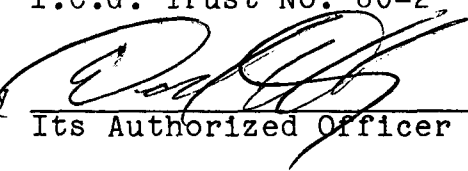
(Seal)

Attest:


Assistant Secretary

THE CONNECTICUT BANK AND TRUST
COMPANY, as Trustee under
I.C.G. Trust No. 80-2

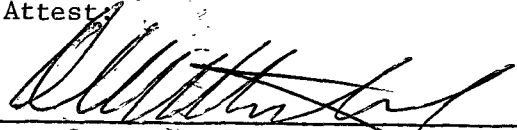
By


Its Authorized Officer

OWNER

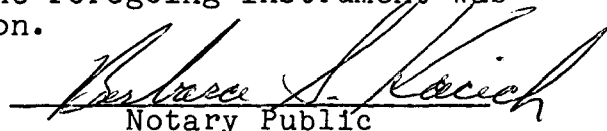
(Seal)

Attest:


Corporate Trust Officer

STATE OF CONNECTICUT)
) SS
COUNTY OF HARTFORD)

On this 5th day of June, 1980, before me personally appeared DONALD E. SMITH, to me personally known, who being by me duly sworn, says that he is an Authorized Officer of THE CONNECTICUT BANK AND TRUST COMPANY, that one of the seals affixed to the foregoing instrument is the corporate seal of said corporation, that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors, and he acknowledged that the execution of the foregoing instrument was the free act and deed of said corporation.


Notary Public

[NOTARIAL SEAL]

My commission expires:

BARBARA S. KACICH
NOTARY PUBLIC
MY COMMISSION EXPIRES MARCH 31, 1982

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

On this 2ND day of JUNE, 1980, before me personally appeared D.N. MELIN, to me personally known, who being by me duly sworn, says that he is a Vice President of ILLINOIS CENTRAL GULF RAILROAD COMPANY, that one of the seals affixed to the foregoing instrument is the corporate seal of said corporation, that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors, and he acknowledged that the execution of the foregoing instrument was the free act and deed of said corporation.


Notary Public

[NOTARIAL SEAL]

My commission expires: NOV 23 1980

DESCRIPTION OF EQUIPMENT

Reconstruction Specifications: See Annex A hereto

Outside Delivery Date: December 31, 1980

Locations of Rebuilder's Plants: Centralia, Illinois
MaComb, Mississippi

<u>Number of Items</u>	<u>Type of Equipment</u>	<u>Reconstruction Cost per Item</u>	<u>Aggregate Reconstruction Cost</u>
71	70 ton 50' Boxcars	21,340	\$1,515,140
28	70 ton RBL cars	23,500	658,000
20	100 ton Covered hoppers	19,155	383,100
12	70 ton pulpwood cars	11,380	136,560
	Total		<u>\$2,692,800</u>

ANNEX A
TO DESCRIPTION OF EQUIPMENT

Specifications for Reconstruction

The design, quality and component parts of the Equipment as reconstructed will conform to all applicable United States Department of Transportation and Interstate Commerce Commission requirements and specifications, if any, and to all standards recommended by the Association of American Railroads reasonably interpreted as being applicable to railroad equipment of the character of the Equipment (as so reconstructed) as of the date of the Reconstruction Agreement and to the following further specifications:

GENERAL SPECIFICATIONS

70-Ton 50'-6" Box Standard Underframe
Series ICG 567600-567899 (17 Cars)

Orig. Built - Pullman Standard 1970

Body	-	Welded Steel Construction
Underframe	-	Welded Design
Brakes	-	ABD-1012, Auto Slack Adjuster, Composition Shoes
Draft Gear	-	High Capacity 3-1/4" Travel
Doors - Side	-	10'-0" Sliding Type Centered on Lat. Center Line of Car
Lining - Side	-	3/4" Plywood
Lining - End	-	3/16" Metal
Floors	-	1-3/4" N.S.F.
Inside Fixtures	-	4-DF-2 Belt Rails Extending from Door Post to Side Post next to corner, lading strap anchors
Trucks	-	70 Ton Capacity - Ride Control or Barber S-2-C with 3-11/16" travel springs. 6x11 Roller Bearings
Wheels	-	33" Diameter - One Wear

Dimensions:

Length:	Between pulling Face of Couplers.....	55'-5-1/2"
	Over Strikers.....	52'-10"
	Over End Sills.....	50'-8-1/4"
	Inside - Between End Linings.....	50'-7-1/4"
	Center to Center Bolsters.....	39'-6"
	Truck Wheel Base.....	5'-8"
Width:	Over Side Plates.....	9'-11-5/8"
	Over Side Sills.....	9'-11-5/8"
	Inside - Between Side Linings.....	9'-4-1/8"
Height	Inside.....	10'-6-5/8"
	Side Door Opening - Clear.....	9'-6-5/8"
	Rail to Top of Floor.....	3'-7-7/8"
	Rail to Center Line of Coupler.....	2'-10-1/2"

Estimated Light Weight: 58,800#
Cubic Capacity 4,941

GENERAL SPECIFICATIONS

70-Ton, 50'-6" Box Cushion Underframe
Series ICG 591000-591299 (22 Cars)

Orig. Built - Pullman Standard 1966

Body	-	Welded Steel Construction
Underframe	-	Welded Design
Brakes	-	ABD-1012, Auto Slack Adjuster, Cast Metal Shoes
Cushion Underframe-		Pullman Standard Hydroframe 40
Draft Gear	-	High Capacity 3-1/4" Travel
Doors - Side	-	10'-0" Sliding Type Centered on Lat. Center Line of Car
Lining - Side	-	3/4" Plywood
Lining - End	-	3/4" Plywood
Floors	-	1-3/4" N.S.F.
Inside Fixtures	-	4-DF-2 Belt Rails Extending from Door Post to Side Post next to corner, lading strap anchors
Trucks	-	70 Ton Capacity - Ride Control or Barber S-2-C with 3-11/16" travel springs. 6x11 Friction Bearings
Wheels	-	33" Diameter - One Wear

Dimensions:

Length:	Between pulling Face of Couplers.....	58'-3-3/4"
	Over Strikers.....	55'-8-1/4"
	Over End Sills.....	50'-8-1/4"
	Inside - Between End Linings.....	50'-6-1/8"
	Center to Center Bolsters.....	39'-6"
	Truck Wheel Base.....	5'-8"
Width:	Over Side Plates.....	9'-11-5/8"
	Over Side Sills.....	9'-11-5/8"
	Inside - Between Side Linings.....	9'-4-1/8"
Height	Inside.....	10'-6"
	Side Door Opening - Clear.....	9'-9-7/8"
	Rail to Top of Floor.....	3'-7-15/16"
	Rail to Center Line of Coupler.....	2'-10-1/2"

Estimated Light Weight: 64,700#
Cubic Capacity 4,932

General Specifications

70 Ton 50'-6" Box-Standard Underframe
ICG Series 562400-562922 (26 Cars)

Orig. built - Pull-Std. - 1967

Body	-	Welded Steel Construction
Underframe	-	Welded Design
Brakes	-	AB-1012 - Auto Slack Adjuster
Draft Gear	-	High Capacity 3-1/4" Travel
Doors - Side	-	10'-0" Sliding Type Centered on Lat. Center Line of Car
Lining - Side	-	3/4" Plywood
Lining - End	-	3/16" Steel Plate
Floors	-	1-3/4" N.S.F.
Inside Fixtures	-	4 Belt SL-2
Trucks	-	70 Ton Capacity - Ride Control or Barber S-2-C with 3-11/16" Travel Springs. Roller Bearings.
Wheels	-	33" Diameter - One Wear

Dimensions:

Length:	Between Pulling Face of Couplers.....	55'-7"
	Over Strikers.....	52'-11-1/2"
	Over Endsills.....	50'-9-5/8"
	Inside - Between End Linings.....	50'-8-5/8"
	Center to Center Bolsters.....	40'-10"
	Truck Wheel Base.....	5'-8"
Width:	Over Side Plates.....	9'-11-5/8"
	Over Side Sills.....	9'-11-5/8"
	Inside - Between Side Linings.....	9'-4-1/8"
	Side Door Opening.....	10'-0"
Height:	Inside.....	10'-6"
	Side Door Opening - Clear.....	9'-11-1/4"
	Rail to Top of Floor.....	3'-7-7/8"
	Rail to Center Line of Coupler.....	2'-10-1/2"

Estimated Light Weight: 62,700#
Cubic Capacity 4,984

General Specifications

70 Ton 50'-6" Box Cushion Underframe
Series ICG 590500-590699 (6 Cars)

Orig. built - GATX - 1968

- Body - Welded and Riveted Steel Construction
- Underframe - Welded Design
- Brakes - AB-1012 Auto Slack Adjuster, Cast Metal Shoes
- Cushion Underframe (Hydraulic Unit) - Keystone Shock Control 20" Travel
- Draft Gear - High Capacity 3-1/4" Travel
- Doors - Side - 10'-0" Sliding Type Centered on Lat. Center Line of Car
- Lining - Side - 3/4" Plywood
- Lining - End - 3/4" Plywood
- Floors - 2-3/8" N.S.F.
- Inside Fixtures - SL-2 Belts Extending from Door Post to Corner Post
- Trucks - 70 Ton Capacity - Barber S-2-C with 3-11/16" travel springs. Roller Bearings
- Wheels - 33" Diameter - One Wear

Dimensions:

Length:	Between Pulling Face of Couplers.....	58'-1"
	Over Strikers.....	55'-5-1/2"
	Over End Sills.....	50'-8-1/4"
	Inside - Between End Linings.....	50'-7-5/8"
	Center to Center Bolsters.....	40'-10"
	Truck Wheel Base.....	5'-8"
Width:	Over Side Plates.....	9'-11-5/8"
	Over Side Sills.....	9'-11-5/8"
	Inside - Between Side Linings.....	9'-4-1/8"
Height:	Inside.....	10'-6-3/8"
	Side Door Opening - Clear.....	9'-9-7/8"
	Rail to Top of Floor.....	3'-8-5/8"
	Rail to Center Line of Coupler.....	2'-10-1/2"

Estimated Light Weight: 69,600#

Cubic Capacity 4,967

GENERAL SPECIFICATIONS

70-Ton 50'-8" Insulated Box Cushion Underframe
Series ICG 150100-150147 (7 Cars)

Orig. Built by G.A.T.X. -1963

Body	-	Riveted and Welded Steel Construction
Underframe	-	Welded Design
Brakes	-	AB-1012, Auto Slack Adjuster, Cast Metal Shoes
Cushion Underframe (Hydraulic Unit)-		Keystone Shock Control - 20" Travel
Draft Gear	-	High Capacity 3-1/4" Travel
Doors - Side	-	10'-0" Plug Type Centered on Lat. Center Line of Car
Lining - Side	-	3/4" Plywood
Lining - End	-	3/4" Plywood
Lining - Ceiling-		1/2" Plywood
Floors	-	2-1/4" Wood Doweloc
Insulation Sides-		3" Fiberglass
Insulation Ends -		3" Fiberglass
Insulation Floors-		3-1/2" Zero-Lite
Insulation Ceiling-		4" Fiberglass
Inside Fixtures -		Interior Bulkheads (Equipco 2-PC.), Side Fillers (Equipco 4-Position)
Trucks	-	70 Ton Capacity - Barber S-2-C with 3-11/16" Travel Springs. Friction Bearings
Wheels	-	33" Diameter - One Wear

Dimensions:

Length:	Between pulling Face of Couplers.....	57'- 9-1/2"
	Over Strikers.....	55'-2"
	Over End Sills.....	50'-8-1/4"
	Inside - Between End Linings.....	50'-1"
	Center to Center Bolsters.....	41'-10"
	Truck Wheel Base.....	5'-8"
Width:	Over Side Plates.....	9'-11-5/8"
	Over Side Sills.....	9'-11-5/8"
	Inside. Between Side Linings.....	9'- 4-1/8"
Height:	Inside.....	9'-10-15/16"
	Side Door Opening - Clear.....	9'- 4"
	Rail to Top of Floor.....	4'- 0-3/8"
	Rail to Center Line of Coupler.....	2'-10-1/2"

Estimated Light Weight:	82,000#
Cubic Capacity	4,360

GENERAL SPECIFICATIONS

70-Ton 50'-8" Insulated Box Cushion Underframe
Series ICG 150175-150195 (3 Cars)

Orig. Built by G.A.T.X. -1967

Body	-	Riveted and Welded Steel Construction
Underframe	-	Welded Design
Brakes	-	AB-1012, Auto Slack Adjuster, Cast Metal Shoes
Cushion Underframe (Hydraulic Unit)-		Keystone Shock Control - 20" Travel
Draft Gear	-	High Capacity 3-1/4" Travel
Doors - Side	-	10'-0" Plug Type, Staggered, 23" to Right of Car Centerline
Lining - Side	-	3/4" Plywood
Lining - End	-	3/4" Plywood
Lining - Ceiling-		1/2" Plywood
Floors	-	2-1/4" Wood Doweloc
Insulation Sides-		3" Polyurethane
Insulation Ends -		3" Polyurethane
Insulation Floors-		3-1/2" Polyurethane
Insulation Ceiling-		4" Polyurethane
Inside Fixtures -		Interior Bulkheads (Equipco 1 Piece)Side Fillers (Equipco 6 Position)
Trucks	-	70 Ton Capacity - Barber S-2-C with 3-11/16" Travel Springs. Friction Bearings
Wheels	-	33" Diameter - One Wear

Dimensions:

Length:	Between pulling Face of Couplers.....	57'-11-1/2"
	Over Strikers.....	55'-4"
	Over End Sills.....	50'-8-1/4"
	Inside - Between End Linings.....	50'-1"
	Center to Center Bolsters.....	40'-10"
	Truck Wheel Base.....	5'-8"
Width:	Over Side Plates.....	9'-11-5/8"
	Over Side Sills.....	9'-11-5/8"
	Inside. Between Side Linings.....	9'- 4-7/8"
Height	Inside.....	9'-10-15/16"
	Side Door Opening - Clear.....	9'- 4-1/16"
	Rail to Top of Floor.....	4'- 0-1/2"
	Rail to Center Line of Coupler.....	2'-10-1/2"

Estimated Light Weight:	82,000#
Cubic Capacity	4,473

GENERAL SPECIFICATIONS

70-Ton 50'-8" Insulated Box Cushion Underframe
Series ICG 150200-150226 (3 Cars)

Orig. Built by G.A.T.X. -1963

Body	-	Riveted and Welded Steel Construction
Underframe	-	Welded Design
Brakes	-	AB-1012, Auto Slack Adjuster, Cast Metal Shoes
Cushion Underframe (Hydraulic Unit)-		Keystone Shock Control - 20" Travel
Draft Gear	-	High Capacity 3-1/4" Travel
Doors - Side	-	10'-0" Plug Type Centered on Lat. Center Line of Car
Lining - Side	-	3/4" Plywood
Lining - End	-	3/4" Plywood
Lining - Ceiling-		1/2" Plywood
Floors	-	2-1/4" Wood Doweloc
Insulation Sides-		3" Fiberglass
Insulation Ends -		3" Fiberglass
Insulation Floors-		3-1/2" Zero-lite
Insulation Ceiling-		4" Fiberglass
Inside Fixtures -		Interior Bulkheads (Evans 1-Piece), Side Fillers (Evans 1-Position)
Trucks	-	70 Ton Capacity - Barber S-2-C with 3-11/16" Travel Springs. Friction Bearings
Wheels	-	33" Diameter - One Wear

Dimensions:

Length:	Between pulling Face of Couplers.....	57'- 9-1/2"
	Over Strikers.....	55'-2"
	Over End Sills.....	50'-8-1/4"
	Inside - Between End Linings.....	50'-1"
	Center to Center Bolsters.....	40'-10"
	Truck Wheel Base.....	5'-8"
Width:	Over Side Plates.....	9'-11-5/8"
	Over Side Sills.....	9'-11-5/8"
	Inside Between Side Linings.....	9'- 4-1/8"
Height	Inside.....	9'-10-15/16"
	Side Door Opening - Clear.....	9'- 4-1/16"
	Rail to Top of Floor.....	4'- 0-3/8"
	Rail to Center Line of Coupler.....	2'-10-1/2"

Estimated Light Weight:	82,000#
Cubic Capacity	4,281

GENERAL SPECIFICATIONS

70-Ton 50'-2" Insulated Box Cushion Underframe
Series ICG 150600-150749 (15 Cars)

Orig. Built at Centralia-1964

Body	-	Riveted Steel Construction
Underframe	-	Welded Design
Brakes	-	AB-1012 Auto Slack Adjuster, Cast Metal Shoes
Cushion Underframe (Hydraulic Unit)-		Keystone Shock Control - 20" Travel
Draft Gear	-	High Capacity 3-1/4" Travel
Doors - Side	-	10'-0" Plug Type, Staggered, 20" to Right of Car Centerline
Lining - Side	-	3/4" Plywood
Lining - End	-	3/4" Plywood
Lining - Ceiling-		1/2" Plywood
Floors	-	2-3/8" Wood Doweloc
Insulation Sides-		3" Fiberglass
Insulation Ends -		2-1/2" Styrofoam
Insulation Floors-		3" Dyfoam
Insulation Ceiling-		3-1/2" Fiberglass
Inside Fixtures -		Interior Bulkheads (Evans 1-Piece)Side Fillers (Evans 6-Position)
Trucks	-	70 Ton Capacity - Barber S-2-C with 3-11/16" Travel Springs. Friction Bearings
Wheels	-	33" Diameter - One Wear
Dimensions:		
Length:	Between pulling Face of Couplers.....	57'-11-1/2"
	Over Strikers.....	55'-4"
	Over End Sills.....	50'-10-1/4"
	Inside - Between End Linings.....	50'-2"
	Center to Center Bolsters.....	41'-0"
	Truck Wheel Base.....	5'-8"
Width:	Over Side Plates.....	10'-0-5/8"
	Over Side Sills.....	9'-11-5/8"
	Inside Between Side Linings.....	9'- 4-19/32"
Height	Inside.....	9'-10-15/16"
	Side Door Opening - Clear.....	9'- 4-1/2"
	Rail to Top of Floor.....	4'- 0"
	Rail to Center Line of Coupler.....	2'-10-1/2"

Estimated Light Weight: 82,000#
Cubic Capacity 4,665

GENERAL SPECIFICATIONS

70-Ton Pulpwood Car
Series ICG 822100-822199 (2 Cars)

Orig. Built By Thrall-1966

Underframe and Bulkhead	Welded Design
Draft Gear -	High Capacity 3-1/4" Travel
Brakes -	ABD-1012, Auto Slack Adjuster, Cast Metal Shoes
Decking	5/16" Steel
Bulkhead Facing -	5/16" Steel
Trucks	70-Ton - Barber with 2-1/2" Travel Springs Friction Bearings
Wheels -	33" Diameter - One Wear

Dimensions:

Length:	Between pulling Face of Couplers.....	57'-3"
	Over Strikers.....	54'-7-1/2"
	Over End Sills.....	54'-2"
	Between Bulkheads.....	50'-0"
	Center to Center Bolsters.....	43'-8-1/2"
	Truck Wheel Base.....	5'-8"
Width:	Over Side Sills.....	9'-2-1/2"
	Over Sill Steps.....	9'-2-1/2"
	Over Bulkhead.....	9'-3"
Height	Rail to Top of Floor at Side.....	4'-0"
	Bulkhead at Center Sill.....	9'-0"
	Bulkhead at Side Sill.....	8'-6"
	Rail to Top of Bulkhead.....	12'-6-1/16"
	Rail to Center Line of Coupler.....	2'-10-1/2"

Estimated Light Weight: 55,000#
Approx. 33 cord capy. @ 5'-3" lg. logs level full

GENERAL SPECIFICATIONS

70-Ton Pulpwood Car
Series ICG 821300-821699 (2 Cars)

Orig. Built at Centralia-1964

Underframe and Bulkhead	Welded Design
Draft Gear -	High Capacity 3-1/4" Travel
Brakes -	AB-1012 Auto Slack Adjuster, Cast Metal Shoes
Decking	5/16" Steel
Bulkhead Facing -	5/16" Steel
Trucks	70-Ton - Ride Control with S-2-A with 2-1/2" Travel Springs Friction Bearings
Wheels -	33" Diameter - One Wear

Dimensions:

Length:	Between pulling Face of Couplers.....	57'-4-1/2"
	Over Strikers.....	54'-9"
	Over End Sills.....	54'-2"
	Between Bulkheads.....	50'-0"
	Center to Center Bolsters.....	43'-10"
	Truck Wheel Base.....	5'-8"
Width:	Over Side Sills.....	9'-2-1/2"
	Over Sill Steps.....	9'-2"
	Over Bulkhead.....	9'-2"
Height	Rail to Top of Floor at Side.....	4'-0"
	Bulkhead at Center Sill.....	8'-6"
	Bulkhead at Side Sill.....	8'-0"
	Rail to Top of Bulkhead.....	12'-0"
	Rail to Center Line of Coupler.....	2'-10-1/2"

Estimated Light Weight: 55,200#
Approx. 33 cord capy. @ 5'-3" lg. logs level full

GENERAL SPECIFICATIONS

70-Ton Pulpwood Car
Series ICG 822200-822349 (7 Cars)

Orig. Built By Magor-1966

Underframe and Bulkhead	Welded Design
Draft Gear -	High Capacity 3-1/4" Travel
Brakes -	ABD-1012 Auto Slack Adjuster, Cast Metal Shoes
Decking	5/16" Steel
Bulkhead Facing -	5/16" Steel
Trucks	70-Ton - Ride Control with 2-1/2" Travel Springs Friction Bearings
Wheels -	33" Diameter - One Wear
Dimensions:	

Length:	Between pulling Face of Couplers.....	57'-4-1/2"
	Over Strikers.....	54'-9"
	Over End Sills.....	54'-2-1/8"
	Between Bulkheads.....	50'-0"
	Center to Center Bolsters.....	43'-10"
	Truck Wheel Base.....	5'-8"
Width:	Over Side Sills.....	9'-1-13/16"
	Over Sill Steps.....	9'-1"
	Over Bulkhead.....	9'-2-1/2"
Height	Rail to Top of Floor at Side.....	4'-0"
	Bulkhead at Center Sill.....	9'-0"
	Bulkhead at Side Sill.....	8'-6"
	Rail to Top of Bulkhead.....	12'-6"
	Rail to Center Line of Coupler.....	2'-10-1/2"

Estimated Light Weight: 55,000#
Approx. 33 cord capy. @ 5'-3" lg. logs level full

GENERAL SPECIFICATIONS

70-Ton Pulpwood Car
Series ICG 822200-822349 (1 Car)

Orig. Built By Centralia-1967

Underframe and Bulkhead	Welded Design
Draft Gear -	High Capacity 3-1/4" Travel
Brakes -	AB-1012 Auto Slack Adjuster, Cast Metal Shoes
Decking	5/16" Steel
Bulkhead Facing -	5/16" Steel
Trucks	70-Ton - Ride Control with 2-1/2" Travel Springs Friction Bearings
Wheels -	33" Diameter - One Wear

Dimensions:

Length:	Between pulling Face of Couplers.....	57'-4-1/2"
	Over Strikers.....	54'-9"
	Over End Sills.....	54'-2"
	Between Bulkheads.....	50'-0"
	Center to Center Bolsters.....	43'-10"
	Truck Wheel Base.....	5'-8"
Width:	Over Side Sills.....	9'-2-1/2"
	Over Sill Steps.....	9'-2"
	Over Bulkhead.....	9'-2"
Height	Rail to Top of Floor at Side.....	4'-0"
	Bulkhead at Center Sill.....	8'-6"
	Bulkhead at Side Sill.....	8'-0"
	Rail to Top of Bulkhead.....	12'-0"
	Rail to Center Line of Coupler.....	2'-10-1/2"

Estimated Light Weight: 55,300#
Approx. 33 cord capy. @ 5'-3" lg. logs level full

GENERAL SPECIFICATIONS

300 Ton Covered Hopper Cars
Series ICG 764300-764599 (5 Cars)

Original built-Centralia Shop,-1966

Body	-	Welded Steel Construction
Underframe	-	Welded Design
Brakes	-	Truck Mounted (Wabcopac)
Draft Gear	-	High Capacity 3-1/4" Travel
Hatches	-	Roof - One 20-3/4" x 48'-1-7/16" trough type (6 lids)
Hoppers	-	Three (3) Per Car
Discharge Gates	-	Three (3) 24" x 30" Openings, Sliding Gravity
Trucks	-	100 Ton Capacity - A-3 Stabilized with 3-11/16" Travel Springs. Roller Bearings Wheel Base - 5'-10" Wheels - 36" Diameter Hydraulic Snubbers - MDA, Model D5

Dimensions:

Length:	Inside of Body.....	54'-6-11/16"
	Over end plates.....	54'-7-1/8"
	Over Strikers.....	56'-7"
	Over Running Boards.....	56'-6-1/4"
	Center to Center of Bolsters.....	45'-0"
Width:	Inside of Body.....	10'-0-1/2"
	Over Side Sills.....	10'-0-1/2"
	Over Side Stakes.....	10'-6-13/16"
	Over Side Plates.....	10'-0-1/2"
Height	Top of Rail to Top of Running Boards.....	14'-4-15/16"
	Top of Rail to Top of Side Plate.....	14'-0-7/16"
	Top of Rail to Side Sill	3'-5-11/16"
	Top of Rail to Center of Coupler.....	2'-10-1/2"
	Top of Rail to Center Plate.....	2'-1-3/4"
	Top of Rail to Discharge Gates (Light Car).....	0'-11-3/8"
	Bottom of Side Sill to Top of Side Plate.....	10'-6-3/4"

Estimated Light Weight:	67,700#
Cubic Capacity	4,740

GENERAL SPECIFICATIONS

100 Ton Covered Hopper Cars
Series ICG 755000-755499 (4 Cars)

Original Built By G.A.T.C., 1967

Body	-	Welded Steel Construction
Underframe	-	Welded Design
Brakes	-	Truck Mounted (Wabco Pac or Nycopac)
rafft Gear	-	High Capacity 3-1/4" Travel
atches	-	Roof - One 20" x 44' 0" trough type (6 lids)
oppers	-	Three (3) Per Car
ischarge Gates	-	Three (3) 24" x 48" Openings, Sliding Gravity
rucks	-	100 Ton Capacity - A-3 or S-2-C Stabilized with 3-11/16" Travel Springs, Roller Bearings Wheel Base - 5'-10" Wheels - 36" Diameter Hydraulic Snubbers - MDA, Model D5

Dimensions:	Length: Inside of Body.....	50' 2-9/16"
	Over end plates.....	50' 8-1/16"
	Over Strikers.....	52'-3"
	Over Running Boards.....	52'-6-1/2"
	Center to Center of Boisters.....	42'-0"
Width:	Inside of Body.....	9'-11"
	Over Side Sills.....	9'-11-15/16"
	Over Side Plates.....	10'-4"
Height	Top of Rail to Top of Running Boards.....	15'-0-11/16"
	Top of Rail to Top of Side Plate.....	14'-6-3/8"
	Top of Rail to Side Sill	3'-7-7/16"
	Top of Rail to Center of Coupler.....	2'-10-1/2"
	Top of Rail to Center Plate.....	2'-1-3/4"
	Top of Rail to Discharge Gates (Light Car).....	0'-11-3/8"
	Bottom of Side Sill to Top of Side Plate.....	10'-10-15/16"

Estimated Light Weight:	63,900#
ubic Capacity	4,700

100 Ton Covered Hopper Cars
Series 100-754600-704699 (3 Cars)

Original Built-Pullman Standard-1969

Body	-	Welded Steel Construction
Underframe	-	Welded Design
Brakes	-	ABD 1012, Auto Slack Adjuster, Composition Shoes
Draft Gear	-	High Capacity 3-1/4" Travel
Hatches	-	Roof - One 24" x 47'-6-3/16" trough type (4 lids)
Hoppers	-	Three (3) Per Car
Discharge Gates	-	Three (3) 24" x 31-5/8" Openings, Sliding Gravity (3 Cars)
Discharge Gates	-	Three (3) 24" x 31-5/8" Openings, Sliding Gravity and Pneumatic (1 Car)
Trucks	-	100 Ton Capacity - S-2-C Stabilized with 3-11/16" Travel Springs. Wheel Base - 5'-10" Wheels - 36" Diameter Hydraulic Snubbers - MDA, Model D5

Dimensions:

Length:	Inside of Body.....	54'-6-9/16"
	Over end plates.....	54' 7-1/8"
	Over Strikers.....	56'-7"
	Over Running Boards.....	57'-3"
	Center to Center of Bolsters.....	45'-0"
Width:	Inside of Body.....	10'-0-1/2"
	Over Side Sills.....	10'-6-3/16"
	Over Side Stakes.....	10'-6-15/16"
	Over Side Plates.....	10'-0-13/16"
Height	Top of Rail to Top of Running Boards.....	14'-7-5/16"
	Top of Rail to Top of Side Plate.....	14'-0-7/16"
	Top of Rail to Side Sill	4'-11-7/16"
	Top of Rail to Center of Coupler.....	2'-10-1/2"
	Top of Rail to Center Plate.....	2'-1-3/4"
	Top of Rail to Discharge Gates (Light Car).....	0'-11"
	Bottom of Side Sill to Top of Side Plate.....	9'-1"

Estimated Light Weight:	64,100#
Static Capacity	4,740

GENERAL SPECIFICATIONS

100 Ton Covered Hopper Cars
Series ICG 764700-764999 (1 Car)

Original Built By Pull. Std. 1969

Body	-	Welded Steel Construction
Underframe	-	Welded Design
Brakes	-	ABD 1012, Auto Slack Adjuster, Composition Shoes
Draft Gear	-	High Capacity 3-1/4" Travel
Hatches	-	Roof - One 24" x 47'-6-3/16" trough type (4 lids)
Hoppers	-	Three (3) Per Car
Discharge Gates	-	Three (3) 24" x 31-5/8" Openings, Sliding Gravity
Trucks	-	100 Ton Capacity - S-2-C Stabilized with 3-11/16" Travel Springs, Wheel Base - 5'-10" Wheels - 36" Diameter Bearings-6-1/2"x12" Roller Hydraulic Snubbers-ADA Model D5

Dimensions:	Length: Inside of Body.....	54' 6-9/16"
	Over end plates.....	54' 7-1/8"
	Over Strikers.....	56'-7"
	Over Running Boards.....	57'-3"
	Center to Center of Bolsters.....	45'-0"
Width:	Inside of Body.....	10'-0-1/2"
	Over Side Sills.....	10'-6-3/16"
	Over Side Stakes.....	10'-6-15/16"
	Over Side Plates.....	10'-0-13/16"
Height	Top of Rail to Top of Running Boards.....	14'-7-5/16"
	Top of Rail to Top of Side Plate.....	14'-0-7/16"
	Top of Rail to Side Sill	4'-11-7/16"
	Top of Rail to Center of Coupler.....	2'-10-1/2"
	Top of Rail to Center Plate.....	2'-1-3/4"
	Top of Rail to Discharge Gates	0'-11"
	Bottom of Side Sill to Top of Side Plate.....	9'-1"

Estimated Light Weight:	64,100#
Cubic Capacity	4,740

General Specifications

100 Ton Covered Hopper Cars
Series ICG 745200-745299 (1 car)

Originally built by Pullman Std. 1964

Body	-	Welded Steel Construction
Underframe	-	Welded Design
Draft Gear	-	High Capacity 3-1/4" Travel
Brakes	-	AB 1210
Hatches	-	Roof - 10 per car, 30" diameter
Hoppers	-	Three (3) per car
Discharge Gates	-	Three (3) 24" x 30" openings, sliding gravity
Trucks	-	100 Ton Capacity - S-2-A stabilized with 2-1/2" Travel Springs, Roller Bearings Wheel Base - 5'-10" Wheels - 36" Diameter

Dimensions:

Length:	Inside of Body.....	49'-6-5/16"
	Over End Plates.....	49'-6-3/4"
	Over Strikers.....	50'-6-3/4"
	Over Running Boards.....	51'-2-7/8"
	Center to Center of Bolsters.....	40'-6-3/4"
Width:	Inside of Body.....	10'-1-1/2"
	Over Side Sills.....	10'-2-1/8"
	Over Side Stakes.....	10'-8"
	Over Side Plates.....	10'-2-1/8"
Height:	Top of Rail to Top of Running Boards.....	14'-7-1/8"
	Top of Rail to Top of Side Plate.....	13'-11-11/16"
	Top of Rail to Side Sill.....	3'-5-11/16"
	Top of Rail to Center of Coupler.....	2'-10-1/2"
	Top of Rail to Center Plate.....	2'-1-3/4"
	Top of Rail to Discharge Gates (Light Car).....	0'-11-3/8"
	Bottom of Side Sill to Top of Side Plate.....	10'-6"

Estimated Light Weight: 63,700#
Cubic Capacity 4,427

GENERAL SPECIFICATIONS

100 Ton Covered Hopper Cars
Series ICG 745300-745399 (1 Car)

Original Built By Pull. Std. 1964

Body	-	Welded Steel Construction
Underframe	-	Welded Design
Brakes	-	AB 1210, Auto Slack Adjuster, Cast Metal Shoes
Draft Gear	-	High Capacity 3-1/4" Travel
Hatches	-	Roof - 10 Per Car, 30" Diameter
Hoppers	-	Three (3) Per Car
Discharge Gates	-	Three (3) 24" x 30" Openings, Sliding Gravity
Trucks	-	100 Ton Capacity - S-2-A Stabilized with 2-1/2" Travel Springs, Roller Bearings Wheel Base - 5'-10" Wheels - 36" Diameter Hydraulic Snubbers - MDA, Model D3

Dimensions:	Length: Inside of Body.....	49' 6-5/16"
	Over end plates.....	49' 6-3/4"
	Over Strikers.....	50'-6-3/4"
	Over Running Boards.....	51'-2-7/8"
	Center to Center of Bolsters.....	40'-6-3/4"
Width:	Inside of Body.....	10'-1-1/2"
	Over Side Sills.....	10'-2-1/8"
	Over Side Stakes.....	10'-8"
	Over Side Plates.....	10'-2-1/8"
Height	Top of Rail to Top of Running Boards.....	14'-7-1/8"
	Top of Rail to Top of Side Plate.....	13'-11-11/16"
	Top of Rail to Side Sill	3'-5-11/16"
	Top of Rail to Center of Coupler.....	2'-10-1/2"
	Top of Rail to Center Plate.....	2'-1-3/4"
	Top of Rail to Discharge Gates (Light Car).....	0'-11-3/8"
	Bottom of Side Sill to Top of Side Plate.....	10'-6"

Estimated Light Weight:	63,700#
Cubic Capacity	4,427

General Specifications

100 Ton Covered Hopper Cars

Series ICG 728000-728099 (3 Cars)

Originally built by Pullman Std. 1963

Body	-	Welded Steel Construction
Underframe	-	Welded Design
Draft Gear	-	High Capacity 3-1/4" Travel
Brakes	-	AB 1210, Cast Metal Shoes
Hatches	-	Ten Per Car, 30" Diameter
Hoppers	-	Six Per Car
Discharge Gates	-	Six Per Car, Gravity Pneumatic, 13" x 24" Gravity Opening
Trucks	-	100 Ton Capacity - S-2-A Stabilized with 2-1/2" Travel Springs, Roller Bearings Wheel Base - 5'-10" Wheels - 36" Diameter

Dimensions:

Length:	Inside of Body.....	46'-0-1/8"
	Over Strikers.....	47'-0-3/4"
	Over Running Boards.....	47'-6-3/4"
	Center to Center of Bolsters.....	37'-0-3/4"
Width:	Inside of Body.....	9'-11-1/8"
	Over Side Sills.....	9'-11-7/8"
	Over Side Stakes.....	10'-6-5/8"
	Over Side Plates.....	9'-11-7/8"
Height:	Top of Rail to Top of Running Boards.....	14'-8-9/16"
	Top of Rail to Top of Side Plate.....	14'-1-3/16"
	Top of Rail to Side Sill.....	3'-5-13/16"
	Top of Rail to Center of Coupler.....	2'-10-1/2"
	Top of Rail to Center Plate.....	2'-1-3/4"
	Top of Rail to Discharge Gates (Light Car).....	0'-8"
	Bottom of Side Sill to Top of Side Plate.....	10'-7-3/8"

Estimated Light Weight: 71,300#

Cubic Capacity 3,920

GENERAL SPECIFICATIONS

100 Ton Covered Hopper Cars
Series ICG 765600-755699 (2 Cars)

Original built-Pullman Standard-1970

Body	-	Welded Steel Construction
Underframe	-	Welded Design
Brakes	-	ABD 1012, Auto Slack Adjuster, Composition Shoes
Draft Gear	-	High Capacity 3-1/4" Travel
Hatches	-	Roof - 6 Per Car, 30" Diameter
Hoppers	-	Three (3) Per Car
Discharge Gates	-	Three (3) 24" x 30" Openings, Sliding Gravity
Trucks	-	100 Ton Capacity - S-2-C Stabilized with 3-11/16" Travel Springs. Roller Bearings Wheel Base - 5'-10" Wheels - 36" Diameter Hydraulic Snubbers - MDA, Model D5

Dimensions:

Length:	Inside of Body.....	54'-6-9/16"
	Over end plates.....	54' 7"
	Over Strikers.....	56'-7"
	Over Running Boards.....	57'-3"
	Center to Center of Bolsters.....	45'-0"
Width:	Inside of Body.....	10'-0-1/2"
	Over Side Sills.....	10'-6-3/16"
	Over Side Stakes.....	10'-6-15/16"
	Over Side Plates.....	10'-0-3/16"
Height	Top of Rail to Top of Running Boards.....	14'-8-1/16"
	Top of Rail to Top of Side Plate.....	14'-0-7/16"
	Top of Rail to Side Sill	4'-11-7/16"
	Top of Rail to Center of Coupler.....	2'-10-1/2"
	Top of Rail to Center Plate.....	2'-1-3/4"
	Top of Rail to Discharge Gates (Light Car).....	0'-11"
	Bottom of Side Sill to Top of Side Plate.....	9'-1"

Estimated Light Weight:	62,700#
Cubic Capacity	4,740